

WEBSTER'S
DICTIONARY.

SIX DOLLARS ONLY.
AT
The Hongkong Telegraph,
Office.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS
ORIENTAL AGENCY.

Sole Agents for the
UNITED ASBESTOS COM-
PANY, LTD. LONDON.
DODWELL, CARLILL & CO.,
General Agents.

NEW SERIES NO. 1018. 日二十月八年四十二精光

TUESDAY, SEPTEMBER 27, 1898.

二月廿

號七廿月九英港香

THIRTY DOLLARS
PER ANNUM.

BANKS.

THE
YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
SUBSCRIBED CAPITAL Yen 12,000,000
PAID-UP CAPITAL 9,000,000
RESERVE FUND 6,600,000

Head Office:—YOKOHAMA.

Branches and Agents.
KOBE NEW YORK
LONDON LYONS
SAN FRANCISCO HONOLULU
BOMBAY SHANGHAI

LONDON BANKERS:—
THE LONDON JOINT STOCK BANK, LTD.
PARIS BANK, LTD.
THE UNION BANK OF LONDON, LTD.

HONGKONG AGENCY:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent
per Annum on the daily balance.
On fixed deposits for 12 months at 5 per cent.

6 " 4 "
3 " 3 "

S. CHOH,
Agent.

Hongkong, 11th March, 1898. [382]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE:—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHARE-
HOLDERS £800,000
RESERVE FUND £450,000

INTEREST ALLOWED on CURRENT
ACCOUNT at the rate of 2 per cent, per
annum on the Daily Balances.

On Fixed Deposits for 12 months at 5 per cent.

6 " 4 "
3 " 3 "

T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 24th May, 1898. [381]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000

Paid up Capital £ 324,374

HEAD OFFICE:—HONGKONG.

Court of Directors:—
J. T. Lauts, Esq. Choy Tung Shan, Esq.
Chan Kit Shan, Esq. Kwai Hui Shan, Esq.
Chief Manager G. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.
On Current Account, Daily Balances 2 per
Cent. per Annum.
Hongkong, 30th November, 1897. [38]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL £10,000,000
RESERVE FUND £ 9,000,000
RESERVE LIABILITY OF PROPRIETORS £10,000,000

COURT OF DIRECTORS:—
Hon. J. J. BELL-IRVING, Chairman.
R. M. GRAY, Deputy Chairman.
C. Beurmann, Esq.

David Gubbay, Esq. R. L. Richardson, Esq.
A. Hanot, Esq. P. Séché, Esq.
A. McConachie, Esq. R. Shaw, Esq.
A. H. Raymond, Esq. N. A. Slobs, Esq.

Chief Manager:—
Hongkong—T. JACKSON, Esq.
MANAGER:—
Shanghai—J. P. WADE GARDNER, Esq.

LONDON BANKERS:—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG:—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent.
per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:
For 3 months, 2 per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

T. JACKSON,
Chief Manager.
Hongkong, 15th August, 1898. [38]

HONGKONG SAVINGS BANK.

THE BUSINESS of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3 per
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 per CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION.

T. JACKSON,
Chief Manager.
Hongkong, 1st August, 1898. [38]

NOTICE.

NOTICE is hereby given, that we have
transferred as from the 1st of July, 1898,
to the
OSTASIATISCHE HANDELS-
GESELLSCHAFT,
(East Asiatic Trading Company)

of HAMBURG all our business as carried on in
HONGKONG and CHINA with the assets and
liabilities thereof.

HARLING, BUSCHMANN
& MENZELL,
Hongkong, 23rd September, 1898. [385]

Referring to above notice we have as from
the 1st of July, 1898, opened branches of our
business in HONGKONG and CHINA and
have appointed Mr. G. HARLING as General
Manager thereof, and authorized Mr. A. BUNE
to sign per procuration at HONGKONG and
Mr. M. BORNKESSEL to sign per procuration
at CANTON.

OSTASIATISCHE HANDELS-
GESELLSCHAFT,
(East Asiatic Trading Company)
Hongkong, 23rd September, 1898. [386]

Intimations.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

FOR STEAMERS CAPTAINS TO SAIL REMARKS
LONDON Manila R. L. Haddock, R.N.R., About 29th Sept., Freight or Passage.
SHANGHAI Parramatta C. F. Preston, R.N.R., About 30th Sept., Freight or Passage.
LONDON, &c. Ballaarat C. L. W. Field, Noon, 1st Oct., Freight or Passage.
JAPAN, &c. Rekka S. de B. Lockyer, R.N.R., 5 P.M., 1st Oct., Freight or Passage.
JAPAN, &c. Canada W. H. Haughton, R.N.R., About 3rd Oct., Freight only.
*(Passing through the Inland Sea.)

(See Special Advertisement.)

For Further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 23rd September, 1898. [387]

CALIFORNIA HOCK AND RIESLING.

PER DOZ. QUARTS \$5
PER 2 DOZ. PINTS \$7

H. PRICE & CO.,
12, QUEEN'S ROAD CENTRAL.

THE CLUB HOTEL, LIMITED.

No. 5, BUND, YOKOHAMA.

A FIRST-CLASS HOTEL centrally situated, well furnished and
supplied with excellent Chinese and Good Wines.

The Company's Steam-launch attends the arrival and departure of all
Mail Steamers.

Special attention paid to the comfort of visitors.

E. V. SIOEN, Manager.

Yokohama, 1st October, 1897. [388]

ROSBACH.

THE BEST NATURAL TABLE WATER IN THE WORLD.

Available for dyspepsia &c/ indigestion.

"Remarkably free from organic impurities. Its flavor is decidedly more
agreeable than that of any Mineral Water which I have ever tasted. It is
unquestionably the best of its kind."

St. CHARLES CAMERON, M.D., F.R.C.S.I.

Spring at Rosbach near Homburg.

Per case of 50 bottles \$1.00
do. 50 1/2 bottles 9.50

CALDBECK, MACGREGOR & CO.,
Sole Agents.

15, Queen's Road, Hongkong, 13th September, 1898. [389]

CURRY

AT THE HONGKONG HOTEL.

W. POWELL & CO.

NEW GOODS.

NEW GOODS.

NEW GOODS.

Hongkong, 24th September, 1898. [390]

[387]

Intimations.

UNITED ASBESTOS ORIENTAL
AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS COMPANY, LIMITED, LONDON,
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
BEST QUALITIES OF ASBESTOS GOODS AND PACKINGS.
HYDRAULIC AND SELF LUBRICATING PUMP PACKINGS OF ALL KINDS.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION OF THE BEST QUANTITIES.
ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.
SUPERINTENDENT: THOS. SKINNER.

DODWELL CARLILL & CO., General Agents.

PEAK HOTEL.

1350 FEET ABOVE SEA LEVEL.

A FIRST-CLASS HOTEL adjoining the Tramway Terminal. FINE HEALTHY LOCATION.
Commanding Magnificent View of the City and Harbour, the Mainland of China, and
numerous Islands. Cool southerly breezes in Summer, with perfect protection against the North
East winds in winter.

Well appointed rooms, attentive service and excellent Cuisine.

J. MARCESE, Chef de Cuisine.

GEO. J. CASANOVA,
Manager.

CRAIGIEBURN is now open, for terms apply to
CITY OFFICE, No. 7, Duddell Street. [391]

MANAGER, PEAK HOTEL.

LETTERS PATENT.

IN THE MATTER OF ORDINANCE NO. 2 OF
1892.

AND

IN THE MATTER OF THE PETROLITE FUEL
SYNDICATE, LIMITED, OF NO. 47, MOORGATE STREET,
IN THE CITY OF LONDON, ENGLAND, ASSIGNNEES OF AN INVENTOR FOR LETTERS
PATENT FOR THE EXCLUSIVE USE WITHIN THE COLONY OF HONGKONG
OF AN INVENTION FOR "IMPROVEMENTS IN
THE MANUFACTURE OF BRICKLETTES
OR BLOCKS OF FUEL FROM WASTE
PRODUCT OR OTHERWISE, ENRICHED BY
PETROLUM COMPOUNDS."

NOTICE is hereby given that the Petition,
Specification and Declaration required
hereby by ORDINANCE No. 2 of 1892 have
been duly filed in the Office of the Colonial
Secretary of Hongkong, and that it is the intention
of the said THE PETROLITE FUEL
SYNDICATE, LIMITED, by Messrs. JOHN
STOKES & MASTERS, of Victoria in the
Colony of Hongkong, Solicitors, their duly
authorized Agents to apply at the Sitting of the Executive
Council hereafter mentioned for LETTERS
PATENT for the Exclusive use of the
above-named Invention.

And Notice is hereby also given that a Sitting
of the Executive Council before whom the
matter of the PETITION will come for decision
will be held in the Council Chamber at the
GOVERNMENT OFFICES, Victoria, Hongkong, on WEDNESDAY, the 5th day of October, 1898,
at 9.45 of the clock in the forenoon.

JOHNSON STOKES & MASTERS,
Solicitors and Agents,
for the said

THE PETROLITE FUEL SYNDICATE, LTD.
Hongkong, 26th September, 1898. [392]

LETTERS PATENT.

IN THE MATTER OF ORDINANCE NO. 2 OF
1892.

AND

IN THE MATTER OF THE PETROLITE FUEL SYNDICATE, LTD.,
OF NO. 47, MOORGATE STREET IN THE
CITY OF LONDON, ENGLAND, ASSIGNNEES
OF AN INVENTOR FOR LETTERS PATENT
FOR THE EXCLUSIVE USE WITHIN THE
COLONY OF HONGKONG OF AN INVENTION
FOR "AN IMPROVED MEDIUM OF ADMIXING
AND PREPARING PETROLUM AND OTHER
MATERIAL IN COMPOUND FORM, WITH
VIEW TO ITS FINAL USE AS A COM-
BUSTIBLE."

And Notice is hereby given that the Petition,
Specification and Declaration required
hereby by ORDINANCE No. 2 of 1892 have
been duly filed in the Office of the Colonial
Secretary of Hongkong, and that it is the intention
of the said THE PETROLITE FUEL SYNDICATE, LTD.,
by Messrs. JOHN STOKES & MASTERS,
of Victoria in the Colony of Hongkong,
Solicitors and Agents, for the said

THE PETROLITE FUEL SYNDICATE, LTD.,
Hongkong, 26th September, 1898. [393]

WANTED.

For a FURNISHED ROOM, for single
gentleman. Terms moderate from 1st
September.

Apply by letter to

M. S.
Hongkong Telegraph Office,
Hongkong, 30th August, 1898. [394]

FLEUR DE CHAMPAGNE.

THE PUBLIC ARE DELIGHTED.

(THE IDEAL LIQUEUR.)

SOLE AGENTS:—

WATKINS & CO.

ROBERTSON SANDERSON & CO.,
LIMITED.

LEITH.

CELEBRATED SCOTCH WHISKIES.

Per Case.

"GLENLEITH" BRAND \$10
"SECOND TO NONE" 12
"MOUNTAIN DEW" 13
LIQUEUR WHISKY 15

Editor's
Advertisement.

WANTED! WANTED!
A PRINTING PRESS.

A DVERTISER desires to purchase a PRINTING PRESS. Size, 42 inches by 35 inches. Large will suit. Must be in good working order, but not necessarily a new one. Particulars of cost, maker, &c., &c. should be addressed.

"STELLA"
c/o Hongkong Telegraph Office.
Hongkong, 27th September, 1898. [1166]

1 P. C. H. E. E.

51, GRAHAM STREET.

LOST.
A PAIR GOLD SPECTACLE, (Brown Colour Glass).
REWARD \$5—between SHELLEY STREET and HOLLYWOOD ROAD
Hongkong, 27th September, 1898. [1163]

WANT R.D.

WE pay highest cash prices per hundred issues of POSTAGE STAMPS of China, British Colonies, &c., either used or unused. Rare old stamps especially desired and for which best prices will be paid. Remittances always first mail after receipt of consignment. KOLONIA STAMP CO., DAYTON, OHIO, U.S.A.

CHINA NAVIGATION COMPANY, LIMITED.

FOR TAIWANFOO.

THE Company's Steamship.

"PAKHOU,"
Captain Stott, will be despatched as above
TO-MORROW, the 28th instant, at Daylight.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 27th September, 1898. [1137]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship.

"SUNGKANG,"
Captain Rendle, will be despatched as above
on THURSDAY, the 29th instant, at Daylight.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 27th September, 1898. [1138]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship.

"HAILOONG,"
Captain Robson, will be despatched for the above Ports, on THURSDAY, the 29th instant, at 10 A.M.
For Freight or Passage, apply to
DOUGLAS LAIRAK & Co.,
General Managers.
Hongkong, 27th September, 1898. [1164]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship.

"BUTTERFIELD & SWIRE,
Agents.

Hongkong, 27th September, 1898. [1165]

"GLEN" LINE OF STEAM PACKETS.
FROM LONDON AND STRAITS.

THE Steamship.

"G. ENGLE,"
having arrived from the above Ports, Consignee of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 2 P.M. TO-DAY.

Cargo remaining undelivered after the 4th October will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 15th October, otherwise they will not be recognized.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 27th September, 1898. [1165]

Intimations.

DAKIN, CRUICKSHANK & COMPANY,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures. Special terms to HOTELS, CLUBS, MEETINGS and other Large Consumers. Any complaints should be addressed to the Manager.

Hongkong, 1st March, 1898. [10]

AN APPEAL.

THE SUPERIORITY of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies' and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPERS, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 2nd April, 1898. [10]

Intimation.



A. S. WATSON & CO.
LIMITED.
MANUFACTURERS OF
AERATED WATERS.

AERATED WATERS of our manufacture are sold throughout the Far East and are invariably preferred on account of their excellence.

ANSWERED. PURITY is guaranteed. The best materials only are used.

THE PRICES are only half those charged in England.

WATERS MANUFACTURED BY US are acknowledged by the leading English makers to be equal to those of their own production.

SIR EDWARD FRANKLAND, K.C.B., D.C.L., F.R.S., F.C.S., &c., the greatest living authority on Water, reports as follows on the water as prepared and used by us in our manufacture:—

"It possesses an extremely high degree of organic purity and is of most excellent quality for drinking."

During the Summer Months, all AERATED WATERS should be kept in a cool place, preferably in an ICE CHEST or REFRIGERATOR, until required for use. The Bottles should be stored with the necks downward so that the corks are covered by the water. This will prevent an escape of gas taking place and rendering the waters more or less flat.

A. S. WATSON & CO., LTD.
THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.
Hongkong, 5th September, 1898. [7]

Spelled by international law to surrender him.

Reuter informs us that it is believed that the movements of the British fleet in China boded serious action, but, as usual, we are left to imagine what those movements may be and to form our own conclusions. As yet the ships stationed here have not been ordered north, nor have orders been issued, so far as we have been able to ascertain, to retain the *Blenheim* on the station for a further term. The *Iphigenia* left for Shanghai to-day. It is true, but it was quite in the usual order of affairs as she has been ordered to proceed there in order to superintend the construction of the river gunboat which is being sent out in sections for service on the Yangtze. She was to have proceeded north at economical speed but has received orders to carry out a full-power trial of four hours duration and a three-quarters-power trial of twenty-four hours duration on the trial, which will mean a considerable gain in reaching Shanghai. This may or may not mean that her presence is required up north and we leave our readers to draw their own conclusions. We do not think that the *Barfleur* would have been left here during the last few days without orders to proceed north had the movements of the British fleet been so full of portent as Reuter reports them to be considered at home.

REUTER'S MESSAGES.

MR. CURZON RAISED TO THE PEERAGE.
London, September 25th.

The Hon. G. N. Curzon has been raised to the Peerage with the title of Baron Curzon of Kedleston, Ireland.

THE FASHODA INCIDENT.

General Sir H. Kitchener has returned to Omdurman after establishing posts at Fashoda and on the Sobat. No fighting occurred.

THE ARGENTINE AND CHILI DIFFICULTY.

The Argentine Republic agrees to submit to arbitration the greater portion of the frontier dispute, but refuses to submit the remainder.

TURKEY AND THE POWERS.

Reuter's correspondent at Paris states that four of the Powers will send an ultimatum to the Sultan demanding his compliance with their project for the settlement of the Crete question. In the event of his refusal, measures, upon which the four Powers have already agreed, will be taken to enforce his acceptance.

THE DREYFUS CASE.

The *Observer* publishes an interview with Major Eschstray, who is reported to have admitted having forged the *Bordereau* under orders.

THE SITUATION IN CHINA.

It is believed that the movement of the British forces in China is as follows:

THE CRICKET TEAM AT SHANGHAI.

The Honorary Secretary of the Cricket Club courteously forwards the following copy of a telegram received from Shanghai:

Hongkong won the toss, fine weather and good pitch bumpy.

Lowson caught 14

Langhorne caught 8

Mobery bowled 32

Campbell out 33

Adair caught 26

Lebridge not out 2

Arbiter not out 7

Lebridge caught 15

Arbiter caught 25

Ward caught 2

Wallings caught 6

Davies caught 6

Dixon not out 6

Total 1st Innings Hongkong ... 179

Shanghai, 4:50 p.m.

The Hongkong Eleven closed their innings at three o'clock to-day for 179 runs.

WEATHER REPORT.

The Observatory sent to-day says:—On

the 27th at 11:55 a.m.: The barometer has risen in Japan, fallen over China except on the S. coast. High pressure covers Japan and a low area probably exists in Central China; also pressure appears to be slightly low in the China Sea near Palawan. Gradients increasing for S. E. and E. winds on the China coast.

FORECAST.—Moderate or fresh E. winds; fair to showery.

LOCAL AND GENERAL.

Two telegrams are to go in for six weeks' failing to pay 8½ each.

For having a quantity of prepared opium in her possession illegally, a woman was to-day fined \$15 or six weeks.

DISOBEDIENCE regarding a banishment order on a coolie of the low-down class twelve months' hard labour to-day.

For assaulting a constable (not one of the big Scotch) a coolie was to-day sent to jail for a month if he fails to pay \$10.

For entering premises and stealing therefrom a lot of articles and clothing a coolie was to-day fined \$10 or six weeks' hard labour.

THE returns of the number of visitors to the City Hall Museum for the week ended Sept. 25th are:—Europeans, 186; Chinese, 2,346; total 2,432.

OWING to the failure of the harvest in Eastern European Russia, a state of famine prevails in some districts. Distress is especially acute in the government of Kazan. Here there is no hay, and the cattle are being fed on thatch. The provincial authorities are endeavoring to prevent the complete destruction of live stock in the famine-stricken districts.

THE SUPERIORITY of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

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The Superiores will also be most grateful for any PAPERS, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 2nd April, 1898. [10]

On the 26th August, the Czar of Russia unveiled a monument at Moscow which has been erected to the memory of his grandfather, the Czar Alexander II., who was assassinated in 1881.

THE third quarter Polo Tournament commences to-morrow at 4:45 p.m. with a match between the King's Own and Civilians. The following will constitute the teams:—

K. O. CIVILIANS.
Major Garrow 1 Mr. P. A. Cox 1
Capt. Paton 2 Hon. F. H. May 2
McLachlan 3 Mr. J. Hastings 3
" Laude 4 Mr. W. J. G. G. 4

The members of the Hongkong Polo Club will be "at home" to their friends on the ground.

THE Imperial Commission recently appointed to enquire into the condition of the peasantry in the eastern portion of European Russia, and to make suggestions as to the best means of relieving distress in that part of the Empire has sent in its report. The Commissioners recommend that a million roubles, about £60,000, should be expended in the purchase of seed with which to re-sow the wheat and rye areas of the Government of Kozin, and in providing rye for food purposes in the meantime.

A most enjoyable picnic was given yesterday by members of the police and military force. A launch left Hongkong at about 2:30 and the ladies and gentlemen a board enjoyed the trip greatly. Refreshments were served en route and on reaching Deep Water Bay there was a late but excellent picnic and many of the party went in for a sea bath while others remained aboard and sang. The afternoon was a decidedly enjoyable one and the efforts of Sergt. Anderson and the other gentlemen were heartily appreciated.

Your reply to this message was duly received on the 9th instant, reading:—

"Committee will consider question of short time provide China and Japan mills co-operate—Millowners."

Believe me, I cannot sufficiently express to you the thanks of the Chinese merchants for so promptly voicing to them the views of your Association at the present momentous urgency.

Personally, considering the present position of the yarn industry in India, Japan, and in China, I am not much in accord with the views of the Chinese merchants as to the feasibility of the remedy they advocate to relieve the present congestion. The figures that they set forth as to sold and unsold stocks in this market and in Shanghai are beyond dispute. They are verifiable by various tests and comparisons, but the one test of heavy accumulations is the godown of importers. It is of a very crucial nature, and it goes to show in a very concrete manner and beyond the shadow of a doubt that the present accumulations are unprecedentedly heavy, and that they have very momentous bearing. It is taken in conjunction with importations of the out-ports of the mills of Japan and those of the S. E. They are also certain. It is not only that the markets of these two large consuming provinces have been temporarily shut off, but other larger markets, for instance, those of the distant province of Yunnan have also been shut off, inasmuch as Kwangsi has led the high-road for conveyance of commodities to Yunnan, that province though not at present affected with rebellion, has, by the very closure of Kwangsi, been likewise barred against supplies from the distributing centres. But the closure of this important port is temporary in its duration

THE BRITISH ANTARCTIC EXPEDITION.

LONDON, August 22nd.
Within the next three days the *Southern Cross* will start on her voyage to Hobart Town, and on Friday a numerous company accepted the invitation of Sir G. Newnes to luncheon on board and to give a hearty "send off" to Mr. Borchgrevink and his companions.

The preparations are nearly complete. The deck of the barque was crowded with sledges, kayaks, snow-shoes, ice-axes, and stores and implements of all kinds, a large space being occupied by nearly 100 Samoyed dogs for sledging purposes.

Among the guests were Mr. F. Newnes, Admiral Sir E. Ommanney, Mr. W. Ridley Richardson, Mr. Borchgrevink, Mrs. Borchgrevink, Sir Guyer Hunter, Capt. Tomkins, Capt. Brooke, Greville, Mr. Fieldhouse, Mr. E. Hudson, Mr. Kemp, Dr. Mill, and Dr. Bowdler Sharpe.

After the losses of "The Queen" and "King Oscar," from whose subjects a large proportion of the crew are engaged,

Dr. Mill proposed success to the expedition, which was about to undertake a work of international importance. It was a reproach to human enterprise that there were parts of this "curiously small earth which civilised man had never reached and never attempted to reach, and this reproach, in so far as it referred to the Antarctic regions, the munificence of Sir George Newnes, combined with the courage of Mr. Borchgrevink, would, he hoped, remove. Mr. Borchgrevink had already shown that he could do good work as an explorer, and that was recognized three years ago when the International Geographical Congress passed a resolution to the effect that it would be a misfortune if the 19th century should close without an effort to explore the Antarctic regions. Alone and unaided Sir George Newnes had fitted out the present expedition, from which great results might be expected, possibly not results of sensational interest, but of enduring value for geographical science. In the name of British geographers we wished the expedition God speed, useful work, and a safe and quick return. (Cheers).

Admiral Sir E. Ommanney expressed his interest in the object and administration of the equipment of the expedition.

Mr. Borchgrevink said he was grateful to the man who had helped him in this endeavour to accomplish the object of his ambition. He hoped to be worthy of that confidence, and, sailing under a British flag presented by the Duke of York, he would be mindful of the British naval motto, "England expects every man to do his duty." (Cheers).

Sir George Newnes said it was difficult on the crowded deck and amid all the dock noises to prolong the proceedings, and the heat almost induced a wish for Antarctic experience. (Laughter.) He had not intended any public function on the starting of the expedition, remembering that putting on the armour was not the time for boasting, and he would rather have walked until the vessel returned and those on board could say they had done the world some service. He would avoid saying much.

No doubt the possibilities of the expedition were enormous, and he reminded them of the paper read this year before the Royal Society by Dr. Murray on "The scientific advantages of an Antarctic expedition." Many eminent men declared their opinion that the thing ought to be done, and Mr. Borchgrevink—Geographical Society—undertook the task. Mr. Borchgrevink would be glad if they followed his excellent example. He took the opportunity to say that Mr. Borchgrevink and himself had received every courtesy at the hands of the Royal Geographical Society. The reasons for the expedition he would not go into. The scientific reasons were so obvious, and had been much discussed, that all who had studied the subject would admit the possibilities were enormous, and their might be a commercial side to them. (Hear, hear.) At the meeting of the Royal Society the opinion was expressed that a big whaler should be selected and fitted out with the best modern appliances and that was exactly what had been done with the best crew experience could select. How long the *Southern Cross* would be away could not, of course, be foreseen, but he hoped that tidings would reach England in six months and that in the year 1900 he would welcome Mr. Borchgrevink on his return. It was generally known that a Belgian expedition under Captain Grisebach had gone out in another direction and was last heard of at the Falkland Islands. It had been thought possible that that expedition was in trouble, and Sir Clements Markham had suggested that the *Southern Cross* should go to the Falkland Islands in search of them. After giving the fullest consideration to this he thought that to go to the Falkland Islands would be a mistake. Captain Gerlache had knowledge of the route of the *Southern Cross* and would try to meet Mr. Borchgrevink, who, of course, acknowledged the first duty to humanity, and would put everything else aside to assist Captain Gerlache. He hoped to express the feeling of all present, as he felt sure he did of thousands throughout the country, that kind thoughts would follow Mr. Borchgrevink and his gallant companions, in the hope and belief that they would triumphantly return, having done something the world would call heroic. (Cheers).

Dr. Bowdler Sharpe said the keenest interest and sympathy was felt at the British Museum in the expedition, and he bore testimony to the high qualifications of Mr. Nicolai Hansen, one of the zoologists on the staff.

Sir Guyer Hunter, in proposing the health of Mrs. Borchgrevink, said she might comfort herself with the assurance that all that human foresight and experience could suggest had been done to secure the success and safe return of the *Southern Cross*.

The proceedings closed with the singing of the National Anthem.

DETERMINATION OF SEX.

The experiments and theories of Dr. Leopold Schenck, of Vienna, about which the daily papers told us much a few months ago, have now been given publicity in a book, of which an English translation has just appeared. The included matter is largely technical and can not be quoted directly; but, as might be expected Dr. Schenck's claims are very modest indeed compared with the exaggerated newspaper reports. His view is that in a normal state of things the number of boys and girls in a family should be approximately equal. When this is not so, something is evidently wrong. In cases where the number of girls is larger than is natural, he believes that by regulating the diet of the mother in accordance with his experiments, he can turn the scale in favor of the boys, and he gives physiological reasons that uphold his belief theoretically, as well as actual cases of treatment that give it practical support. The sex of a child, he believes, is determined by the "sexual superiority," as he calls it, of one or the other parent, the sex being that of the inferior parent, according to the law of "cross-hedging" of sex. Thus, he concludes, to quote the closing paragraph of his book: "If a woman be deleted according to our method, she can reach a stage in which she becomes sexually superior to the man, and her offspring will then be male."

THE UNION INSURANCE SOCIETY OF CANTON, LIMITED.

The following is the report for presentation to the shareholders at the twenty-fifth ordinary meeting to be held at the Society's offices at noon, on Thursday, the 20th October, 1898:—

The Directors have now to submit to the shareholders a report of the business of the Society for the year 1897, and for the six months ending the 30th June, 1898.

1897.—The net premium collected for the year, after deducting retainers and re-insurances, amounted to \$1,925,714.80. After providing for a bonus of 20 per cent. on contributions paid in May last, there remains at credit of Working Account a balance of \$1,153,835 as per annexed statement.

From this sum the Directors recommend the payment of a dividend of 8½ per cent. on the paid up capital of \$50 per share, and an addition to the Reserve Fund of \$40,000, raising the Reserve to \$1,300,000. The balance remaining of \$105,033.85 they propose to carry forward and thus close the account for the year 1897.

1898.—The position of the Society for the present year, as far as it can be ascertained, is as follows:—

Balance of Working Account to the 30th June, as per annexed statement \$ 874,132.12

Add estimate of Premium to 30th September 550,000.00

Estimate of Losses to pay 300,000.00

\$ 924,132.12

DIRECTORS.

Since the last general meeting Mr. G. R. Dowell has resigned his seat and Mr. E. S. Wheeler has joined the Board.

In accordance with clause 86 of the Articles of Association, Mr. H. L. Dalrymple and Mr. N. A. Stach retire, but offer themselves for re-election.

AUDITORS.

Messrs. J. H. Cox and W. Hutton Pollio re-serve, but offer themselves for re-election.

C. S. SHARE,
Chairman.

Hongkong, 24th September, 1898.

NAVAL NOTES.

(From Home Papers.)

A party of Royal Marines for service at Walton-Well left Chatham on 25th ulto, to embark on the steamship *Britannia* at the Albert Docks. The detachment, which included the contingents from the Portsmouth and Plymouth divisions, was played from the garrison on the railway by the Royal Marines band. Captain W. A. Hailes was in command of the party.

One of the two t.b.d.s. built by Messrs. Schichau, of Elbing, for the Chinese Government—namely, the *Hai-Lung*—recently made its first trials in the presence of the head-officers of the German Torpedo Department. With all armament and equipment on board and the coal-bunkers full—namely, 67 tons—the boat made 33½ knots average speed. Messrs. Schichau have recently received an order from the Italian Government for four 32-knot t.b.d.s.

The Russian Volunteer fleet transport *Tambor*, having on board about 800 troops and ammunition for Port Arthur, arrived at Darienmouth on 18th ulto, for bunker coal. She was in collision on her way down channel with the Danish ship *Mars* between Dover and the Goodwin Sands during the fog. The *Tambor* will have to remain for some days at Darienmouth for repairs. Injury has been done to her stem, and her life-boats and davits have been carried away. She will resume her voyage to Port Arthur when the damage has been made good.

Since the return of the cruiser *Vindictive* to Chatham, after her recent official trip, she has been placed in the repairing basin to complete her fitting, preparatory to being commissioned. She is to be ready to hoist the pennant by the end of next month, when, it is stated, she will be despatched to the China Station. Her machinery and boiler fittings have all been opened up for examination, and the engines have been inspected by the Engineers-in-charge of the Navy, who expressed satisfaction with the manner in which the work of constructing them had been executed, as well as with the splendid results of the trials.

It is considered highly probable, says the *Army and Navy Gazette*, that the mission to China which Lord Charles Beresford has accepted will have some effect on the Tsing-ki Yamén. The report which he will give there after he has inspected their fighting forces will probably secure the appointment of a naval and military adviser on terms satisfactory to themselves. Further than that it is not expected that his visit will be productive of much good. On reports on the prospects of trade we have enough and to spare. A naval man would make us little about trade as a Chinese mandarin. This so-called mission is, it is understood, merely a private arrangement between Sir Albert Rolt and Lord Charles Beresford.

It will surprise many to learn that on Jan. 1, 1898, the British Army consisted of nearly 660,000 of all ranks. Thus: Regular Army at home, 100,000; Army Reserve, 82,000; European troops in India, 74,500; troops in Egypt and the colonies, 47,000; Militia, 114,000; Yeomanry, 10,000; Volunteers, 32,000. The cost of all these, with the exception of the 74,000 men in India, is paid out of the Imperial exchequer. Egypt and some of the colonies contributing a portion of the expense. To arrive, however, at an accurate idea of the military strength of the Empire we must take into consideration several additional items. For instance, there is the native Army of India, 220,000; the native Reserve, 15,000; Imperial Service troops, 18,000; European and Eurasian Volunteers, 29,000; besides frontier levies and military police. In Canada the permanent force numbers about 2,000 the active Militia about 35,000. Again, there are the Militia, Volunteers, and permanent forces of our Australian colonies, the various corps on the West Coast of Africa, in the south of that continent, and in Uganda, with various miscellaneous bodies of local levies, Militia, and Volunteers. In the West Indies, Singapore, Hongkong and elsewhere. Thus, excluding the Canadian Militia Reserves, we have an organized, drilled, and armed force of some 350,000 men to be added to the 660,000 enumerated in the preliminary return, or a grand total of upwards of 1,000,000.

A memorandum dealing with the immorality of the Army, issued by the Commander-in-Chief, dated 28th ulto, has just been published in a Parliamentary paper. In it Lord Wolseley says that it will be the duty of company officers to point out to the men under their control, and particularly to young soldiers, the disastrous effects of giving way to habits of intemperance and immorality. Officers should do their utmost to promote a cleanly and moral tone amongst the men, and to ensure that all rowdiness and obscenity in word or action, is kept in check. Nothing has probably done more to deter young men who have been especially brought up from entering the Army than the belief entertained by them as to their families, that barracks-life is such that no decent lad can submit to it without loss of character or self-respect.

Captain Mahan, the famous historian, says: "I learn from the war a confirmation of my oft-

expressed conviction that in the future we only need two types of battleships: those are the very heavily armed and armoured first-class battleship, and the protected cruiser. I would altogether do away with the large number of types which are variants on these classes. They are only obstructions to the intelligent formation of the battle, and the two types I have mentioned are in themselves sufficient for all purposes. They are only good, in my opinion, for coast defence and properly constructed, fully gunned and manned fortresses are much better."

FOREIGNER MURDERED AT CHEMULPO.

From a Chemulpo letter the *Independent* of the 3rd inst. publishes the following add news:—Mr. Lake, an American citizen keeping a general store here in the Chinese settlement, was this morning found dead in his bed with a large hole in his head. The instrument, a long Chinese weight with which the dead evidently was done, was found on the floor a short distance from the bed. On being inspected, some of the dead man's hair was found on it.

No clue to the murderer has yet been found.

Mr. J. C. Sands, the U.S. Deputy Consul-General, proceeded to Chemulpo on Wednesday and held a post-mortem inquiry into the case.

The body was buried that evening.

Our contemporary in its issue of the 8th inst. says:—The murder of Mr. Lake at Chemulpo is proving to be a very mysterious matter. The American Consular authorities are doing all they can to obtain a clue, but so far as they have not succeeded. Mr. Stripling is at Chemulpo working on the case with Mr. Sands.

NOT ANDA.

CALENDAR.

SEPTEMBER.

Meteorological means based on ten years' observations to 1893.

Barometer 29.81
Thermometer 80.1
Humidity 77
Rainfall 8.58

TO-DAY.

WEATHER REPORT.

On date at On date at
10 a.m. 4 p.m.
Barometer 29.97 29.89
Thermometer 83 82
Humidity 79 79
Rainfall 0.60

Tuesday, 27th September, 1898.

Chinse—12th of 8th moon of 24th year of Kuang-ki.

High water—Morning 6hr. 29 min.
Afternoon 7hr. 56 min.

Low water—Morning none.

Afternoon 1hr. 25 min.

ANNIVERSARIES.

1792—George Crookshank born.

1840—Commissioner Lin deposed.

1851—Treaty of Commerce between England and Belgium.

1873—The American dollar assayed by the Chinese Government.

1888—Destructive typhoon in the China Sea, south of Hongkong.

1894—British barque *Marion* lost on Craigle Island, Korea.

1894—Death of Dr. Raimondi, R.C. Vicar Apostolic of Hongkong. Japanese steamer *Yodogawa* Maru wrecked near Hakodate.

TO-MORROW.

Wednesday, 28th September, 1898.

Chinse—13th of 8th moon of 24th year of Kuang-ki.

High water—Morning 7hr. 28 min.

Afternoon 8hr. 19 min.

Low water—Morning 1hr. 0 min.

Afternoon 1hr. 25 min.

ANNIVERSARIES.

1836—Rules and Regulations of the Morrison Education Society approved.

1840—Louis Napoleon sentenced to perpetual imprisonment for the landing at Boulogne.

1860—Capture of Acosta by Garibaldi.

1870—Siege of Strasburg.

1887—Yellow River burst its bank in Honan; calamities inundation.

1889—Death of Hon. F. Stewart, Colonial Secretary at Hongkong.

1890—Departure from Macao of the German steamer *Amigo* the first (and last) vessel of a line between China and Mexico, with 466 Chinese passengers.

1896—Serious rising near Swatow.

SHIPPING AND MAIL NEWS.

MAIL DUE:

English (*Parliamentary*) 30th Inst.
Australian (*Changsha*) 30th Inst.

Australian (*Guthrie*) 30th Inst.

Indian (*Lightning*) 30th Inst.

American (*Belle*) 1st prox.

Canadian (*Empress of China*) 4th prox.

American (*Glengyle*) 11th prox.

Tacoma (*Olympia*) 11th prox.

American (*Copie*) 15th prox.

1898—The Canadian Pacific Railway Co.'s steamer *Empress of China* from Vancouver, arrived at Yokoh

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
STEAMERS. DESTINATIONS. SAILING DATES.

SENDAI MARU Vladivostock, via Shanghai, Chitoo, Chemulpo, Nagasaki, Fusan and Ginean. Friday, 30th Sept., at Noon.

MATSUYAMA MARU KOBE and YOKOHAMA. Friday, 30th Sept., at Noon.

TOKIO MARU TOKIO ISLAND, TOWNS, VILLE, BRISBANE, SYDNEY and MELBOURNE. Friday, 30th Sept., at 4 P.M.

MIKE MARU SINGAPORE, COLOMBO and BOMBAY. Tuesday, 6th October, at Noon.

* RIOJUN MARU SEATTLE, (WASH.) via KORE and YOKOHAMA. Thursday, 6th October, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and ATLANTIC STEAMERS.

For further Information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA.
Manager.

Hongkong, 27th September, 1898.

DR. KNORR'S
ANTI-PYRINE

patented
"LION BRAND"
In Powder and Crystals, also in Jars of 5
grains, easily soluble in Water,
Wine, &c.
FEVER, RHEUMATIC AND NEURALGIC
AFFECTIONS,
NERVOUS AFFECTION.

ARGONIN
(Registered Trade Mark.)

SOLUBLE CASEIN-SILVER PREPARATION.

Used in Gonorrhœa 1 to 2 per cent, solu-
tions possess similar bactericidal action to
silver nitrate, but is distinguished by complete
absence of irritating properties.

It is requested that the directions on the
bottles for making solutions shall be implicitly
followed.

CHINA EXPORT IMPORT & BANK CO.

SOLE AGENTS FOR CHINA.
BEWARE OF SPURIOUS IMITATIONS!

[134]

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

JEYE'S
FLUID
THE BEST
DISINFECTANT
SOAP.

DISINFECTANT
SOAP.

AVOID ALL RISK OF OUTBREAK BY
ITS USE.

W. G. HUMPHREYS & CO.

Hongkong, 9th March, 1898.

[111]

[111]

DUMINY & CO.
CHAMPAGNE
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Carlo

Blanche

Sillery

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Messrs. DODWELL, CARLILL & CO.,

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DOUGAL'S REGISTERED LIST con-
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Price is £10, post free 2s. Every man and
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1894. A fortune may await you. Will
be searched for.

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Shipping.

STEAMER.

UNITED STATES AND CHINA-JAPAN
STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL

THE Steamship

INDRAVELLI."

Captain Norman, will be despatched as above
on or about WEDNESDAY, the 6th October, instead of as previously advertised.

For Freight, apply to
JARDINE, MATHESON & CO.,
Agents.

Hongkong, 24th September, 1898.

[1144]

STEAMER.

THE Steamship

ANTONIO."

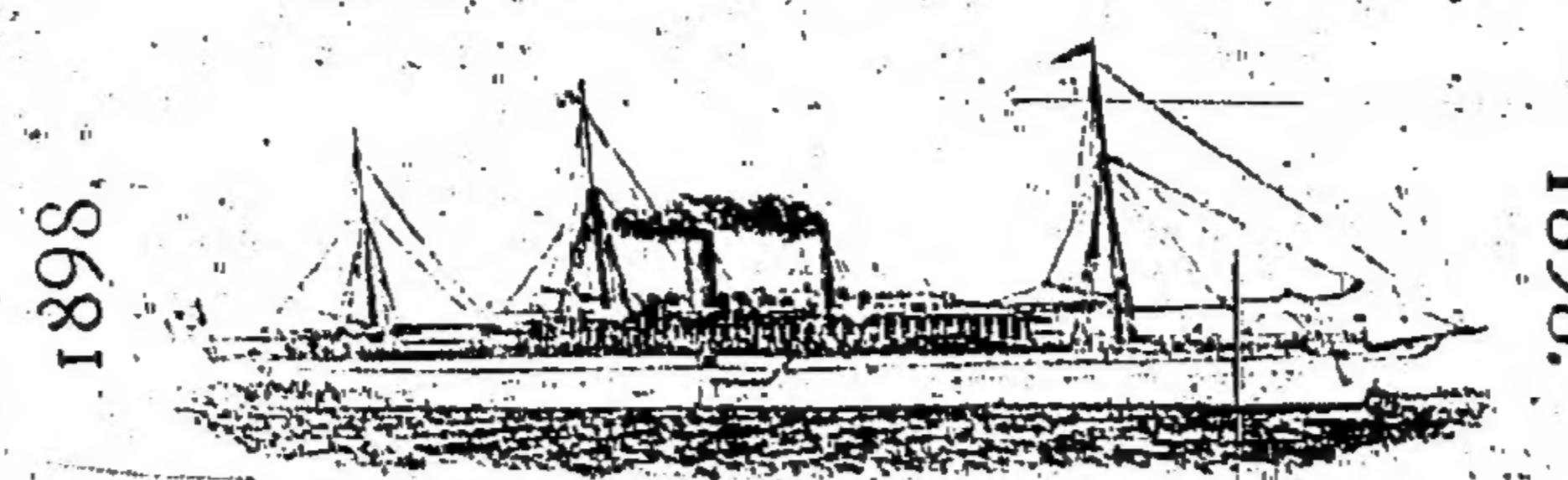
Captain Jackson, will be despatched as above
on SATURDAY, the 8th October.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 24th September, 1898.

[1153]

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.



1898

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 28th Sept., 1898.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R., WEDNESDAY, 16th Oct., 1898.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 23rd Nov., 1898.

THE magnificient Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage, YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CAR and MOUNTAIN HOTELS of this Line are owned and operated by the Company, and their appointments and Cuisine are excellent.

For further Information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Padde's Street.

Hongkong, 31st August, 1898.

Shipping.

STEAMERS.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

(Taking through Cargo for WESTERN AUSTRALIAN PORTS.)

THE Company's Steamship

"IXION"

Captain Nish, will be despatched as above

TO-MORROW, the 28th instant, at 10 A.M.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 27th September, 1898.

[1146]

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN.

THE Company's Steamship

"DEUCALION"

Captain Branch, will be despatched on

THURSDAY, the 29th instant, at Noon.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 26th September, 1898.

[1147]

FOR KÖBE AND YOKOHAMA.

THE Company's Steamship

"NANCHANG"

Captain Nish, will be despatched on

TUESDAY, the 4th October, at Noon.

For Freight apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 26th September, 1898.

[1148]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TSINAN"

Captain Ramsay, will be despatched on

TUESDAY, the 4th October, at Noon.

The attention of Passengers is directed to the

Superior Accommodation offered by this Steamer.

The First-class Saloon is situated forward of the

Engines. A Refrigerating Chamber ensures the

Supply of Fresh Provisions during the entire

voyage.

A duly qualified Surgeon is carried, and the

Vehicle is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company

and from AUSTRALIA are available for return

by the Steamers of the EASTERN and AUSTRALIAN S.S. CO. and vice versa.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 23rd September, 1898.

[1149]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR KÖBE

THE Company's Steamship

"CATHAY"

Captain Schonig, will be despatched as above

on THURSDAY, the 29th instant.

For Freight or Passage, apply to

ARNHOLD, KARBERG & CO.,
Agents.

Hongkong, 24th September, 1898.

[1143]

THE FAST ASIATIC COMPANY,
LIMITED.

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COPENHAGEN.

THE Company's Steamship

"CATHAY"

Captain Schonig, will be despatched as above

on THURSDAY, the 29th instant.

For Freight or Passage, apply to

ARNHOLD, KARBERG & CO.,
Agents.

Hongkong, 24th September, 1898.

[1144]

THE Company's Steamship

"CATHAY"

Captain Schonig, will be despatched as above

on THURSDAY, the 29th instant.

For Freight or Passage, apply to

ARNHOLD, KARBERG & CO.,
Agents.